

AMENDMENTS TO THE CLAIMS

The claims in this listing will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1. (Currently Amended) Bicycle tire comprising:

a carcass;

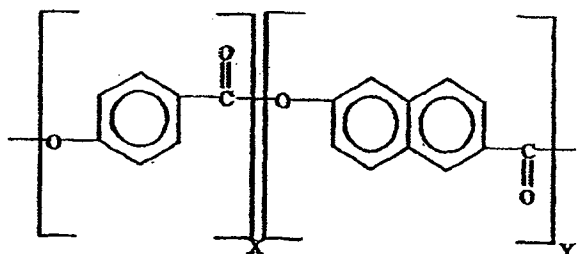
a tread rubber;

at least one reinforcement layer in the tire, the one reinforcement layer containing strength supports comprising multifilament threads of more than 30 polyester/polyarylate filaments and having a fineness of 200 to 950 dtex, the filaments being spun from molten liquid-crystal polymer, arranged between the carcass and the tread rubber and/or between carcass layers below the tread rubber and/or within the tread rubber; and

the multifilament threads being present in the one reinforcement layer as threads running parallel to one another and not intersecting with a thread count of 130 to 480 threads per 10 cm.

2. (Previously Presented) Bicycle tire according to claim 1, wherein the polyester/polyarylate filaments have a diameter of less than 40 μm .

3. (Previously Presented) Bicycle tire according to claim 1, wherein the polyester/polyarylate has the following structure:



- $$\left[\text{O}-\text{C}_6\text{H}_4-\text{C}(=\text{O})-\text{O}-\text{C}_{10}\text{H}_6-\text{C}(=\text{O}) \right]_x \left[\text{O}-\text{C}_6\text{H}_4-\text{C}(=\text{O})-\text{O}-\text{C}_{10}\text{H}_6-\text{C}(=\text{O}) \right]_y$$

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13. (Previously Presented) Bicycle tire according to claim 2, wherein the multifilament threads are present in the reinforcement layer as threads running parallel to one another and not intersecting, with a thread count of 200 to 300 threads per 10 cm.

14. (Canceled)

15. (Previously Presented) Bicycle tire according to claim 3, wherein the multifilament threads are present in the reinforcement layer as threads running parallel to one another and not intersecting, with a thread count of 200 to 300 threads per 10 cm.

16. (Canceled)

17. (Canceled)

18. (Currently Amended) Bicycle tire according to claim [[5]] 2, wherein the multifilament threads are arranged at an angle of 40 to 50° to the tire circumferential direction and crosswise to the strength supports of the fabric layer beneath.

19. (Canceled)

20. (Canceled)